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1. In the period immediately following the war, the North Korean railways were relatively well off because they had about seven hundred locomotives, including some operating in North Korea during the war and some brought into the country by railroad personnel returning from Manchuria. With the removal of many locomotives and other railroad equipment by the Soviets, however, conditions deteriorated, and there was no means of reclaiming the locomotives taken into China and the USSR, since they had no identifying marks as Korean property. By July 1949, there were only fifty locomotives in operable condition in the railway areas of Chongjin (129-49, 41-46), Hamhung (127-32, 39-54), and Pyongyang.*
2. In order to maintain operating schedules in spite of the shortage of equipment, railroad officials commenced a program of special treatment of workers in railroad repair shops. To increase their efficiency, special awards are made for excellent work or effort. Railway workers receive a ration of five nap (a unit of about 1.6 pint) of rice and grain daily, and there is a special allowance for dependents. These privileges are helping to improve production schedules. Through negotiations with the Chinese Communist army, moreover, Japanese technicians formerly employed by the Manchurian railways have been transferred to railroad shops in Chongjin and Pyongyang. Parts for repairs have been imported from South Korea and Japan.**
3. To compensate for the coal formerly imported from the Haochiang (approximately 130-19, 47-05) area of Heilunchiang Province, Manchuria, new schemes for increased production from North Korean mines have been adopted. One week in each month Railway Work Units, made up of selected railroad employees, mine coal exclusively for railroad use. A special extra allowance is made for this work.

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Similar provisions for special allowances and rations in other industries have been announced by Pyongyang radio from time to time. Intensive production and efficiency campaigns are evidently modeled on the Stakhanovite system in Soviet plants.

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